



RAILROADS.

LOCAL TIME TABLE.

MISSOURI PACIFIC

NORTH BOUND.		
Laredo and St. Louis	7:15 a.m.	7:45 a.m.
San Antonio and St. Louis	8:20 p.m.	9:10 p.m.
SOUTH BOUND.		
St. Louis and Laredo	7:50 p.m.	8:20 p.m.
St. Louis and San Antonio	7:00 a.m.	7:45 a.m.

TEXAS AND PACIFIC.

EAST BOUND.		
El Paso, Texas and New Orleans	7:00 a.m.	7:30 a.m.
Colorado and Texas	8:25 p.m.	9:45 p.m.
WEST BOUND.		
New Orleans, Texas and El Paso	8:00 p.m.	9:10 p.m.
Texas and Colorado	7:00 a.m.	7:45 a.m.

TRANSCONTINENTAL.

NORTH BOUND.		
Fort Worth, Whitesboro and El Paso	7:15 a.m.	7:45 a.m.
Fort Worth, Sherman and Texas	8:20 p.m.	9:10 p.m.
SOUTH BOUND.		
Texas, Whitesboro and Fort Worth	7:50 p.m.	8:20 p.m.
Texas, Sherman and Fort Worth	7:00 a.m.	7:45 a.m.

GULF, COLORADO AND SANTA FE.

SOUTH BOUND.		
Mail and express, daily	8:50 a.m.	9:30 a.m.
Accommodation, mixed train	2:30 p.m.	7:00 p.m.
NORTH BOUND.		
Mail and express, daily	8:45 p.m.	9:25 p.m.
Accommodation, mixed train	7:45 a.m.	8:15 a.m.

FORT WORTH AND DENVER.

North bound	8:25 a.m.
South bound	4:20 p.m.
All the above from the Union Depot.	
C. D. Lusk, Ticket Agent.	

HOUSTON AND TEXAS CENTRAL.

Express trains	Leave. Arrive.
Mixed trains	5:30 p.m. 10:20 a.m.
P. A. MILLER, Ticket Agent.	
Depot near corner of Jones street and Burnett avenue. City office 405 Main street.	

THE RAILROADS.

Crockett People Beginning the Work of Securing the Southern Pacific from Woodville to Ft. Worth.

Change of Time on the Texas and Pacific, Coleman after the Fort Worth and Rio Grande—Home Notes.

Home Notes.

The next California excursion leaves Fort Worth Wednesday night unless the change in time on the Texas and Pacific affects it.

The Fort Worth Western corps of engineers under Chief Engineer Hall is now on the way to Seymour in Baylor county, running the lines from Graham on the main line.

A number of our prominent citizens are taking considerable interest in Mr. Goelet's reclining chair and sleeping car, and the prospects are good for benefit to Fort Worth in having the cars built here.

To-morrow there will be a change in the running of trains on the Texas and Pacific. The Fort Worth and Colorado accommodation will be discontinued, and the through trains will be reversed, the California west-bound leaving Fort Worth in the morning in place of at night, and the St. Louis east-bound passing through at night. There will be two trains each way east of Fort Worth daily, the accommodation train stopping here and starting from this point.

Nothing can be accomplished without an effort, and if the cities on the proposed Southern Pacific extension want the road let them act. Crockett is moving as is shown from the following taken from the Crockett Economist: "The citizens of Crockett and Houston county should have a meeting and make some organized effort to secure the railroad now about to be built from Fort Worth to Woodville. From present indications the road will certainly be put through, and the only question is whether it will come to this place or not. It will certainly not, unless some effort is made by our people to secure it. Crockett got one railroad by a great effort, and another can now be secured with but little inducement on our part. Crockett has the geographical position to become the center of the Huntington system of railroads in Eastern Texas. Let us have a railroad committee to confer with like committees of Fort Worth, Fairfield, Mexia, Woodville and Waxahatchie, to show up the advantages and resources of the country through which the road will pass, and the inducements to be offered, and what the people along the line are willing to do." That has the true ring and the Gazette is informed that leading citizens are backing their paper in its move, among the number being Judge W. B. Wall, one of the foremost and most energetic citizens of Houston county. As previously stated, Fort Worth is ready. Crockett is also ready, so let us hear from the other places. THE GAZETTE states from positive knowledge that the line has been projected as stated, and it to a great measure depends upon the cities on the route whether the road be

built at once or some time in the future. Now is the time to act.

Roanoke's Depot.

Roanoke, Tex., Feb. 20.—Work on the Missouri Pacific depot is progressing finely and the building will be completed in a few days.

A Railroad Lawyer Dend.

LITTLE ROCK, ARK., Feb. 20.—Judge B. C. Brown, a prominent railroad lawyer and attorney for the Pacific Express Company, died suddenly between 9 and 10 o'clock this morning at the Capitol hotel.

Notes from Graham.

Correspondence of the Gazette. GRAHAM, TEX., Feb. 18.—The Fort Worth Western surveying corps returned from their surveying trip to Throckmorton last Wednesday. They report an excellent line to that place. From Graham to Throckmorton no obstacles are encountered whatever. They start a line from this place to Seymour this morning.

On To Coleman.

The Fort Worth and Rio Grande is coming to Coleman and thence to San Angelo, and don't you forget it. Our left handed friends may call it a branch or what they please, but that's the route she's going to take. We have just what it took to get the road, a field of excellent coal, and we have the cash capital to develop it. The work goes bravely on, and the next line to be surveyed will be from Granbury to Coleman county's west line; to which point right of way is already secured.—[Coleman Voice.]

The Frisco.

There is no doubt that the Frisco railway will branch out when it reaches Texas. One of its lines will extend south from Paris towards Tyler and Sabine Pass. Another will go westward, seeking the most prosperous territory, and terminating at a point where friendly connections can be effected. The route from Arthur City, via Bonham and McKinney to Fort Worth is most inviting, and the Frisco people are not blind to its advantages. A slight inducement is all that is necessary to make the Frisco take hold of the project.—[Bonham Review.]

Throckmorton's Boom.

With the Fort Worth Western Railroad almost secured and three trunk lines of railroad pointing this way from the south, viz., the Houston and Texas Central, the Gulf, Colorado and Santa Fe, and the San Antonio and Aransas Pass, one of which is sure to come up the "old cattle trail route" and cross the first named road here, Throckmorton may well consider her star in the ascendant. And we would right here remark to those who wish to secure a cheap home in the west that they had best not delay until the boom is fully upon us.—[Throckmorton Times.]

On To Jackboro.

The grade from Fort Worth here is very easy, there are no high hills or deep valleys to cross. The line simply follows the West Fork valley to Springtown and gradually passes on to the ridge which melts into the valleys, and thence along this ridge to Jackboro, there being no great difficulty anywhere along the line from Fort Worth here. A popular error that Jackboro was away up in high rugged mountains has always been held up to syndicates to scare them off to some other place. The facts as shown by Captain Hall, the engineer, are that the ascent from Fort Worth to this place is very gentle, the altitude of this place above Fort Worth as given by him is only 450 feet, distance is sixty-four miles. A road into this country and the northwest will bring a rich and by far the largest territory tributary to Fort Worth that is not now traversed by a railroad. We need the road and there is certainly no better field for investment. If Fort Worth is the first city to tap this country with a railroad, the trade to that place will simply be immense.—[Jackboro Gazette.]

AN EXPLANATION.

A STATEMENT REGARDING RIGHT OF WAY MATTERS AT HENRIETTA. HENRIETTA, TEX., Feb. 19, 1887.

To the Editor of the Gazette. Your correspondent from this place, in THE GAZETTE of the 13th inst., stated that I went down to where the Gainesville, Henrietta and Western Railroad contractor was at work on my land and, with a shotgun, put the men out. This is false, in so far as it stated or implied that I had a gun of any kind about me. Inasmuch as many false reports have been circulated about this right of way matter, I trust you will indulge me in a brief statement of the facts. My donation to the railroad will cost me from \$250 to \$500, and I gave one and one-half miles of right of way through my land ten miles east of town, but because I do not see fit to turn over such of my town property as the railroad sees fit to take, all this talk and trouble has come up. I have 382 acres of land inside the corporate limits, on the east side of town, through which the line of the railroad runs over 1100 varas, leaving the same on the west side about 800 feet south of my house. Three surveys were made at different distances from my house, and I offered to accept \$1000 if they would take the one furthest off, and \$2000 for

the next and \$3000 for the one nearest my house, and this line was finally adopted. I also offered to give the right of way on another line that was run, but which did not come through the best residence property I had. I finally offered to choose a man and let the committee choose one and they two a third if necessary, and agreed to accept what damages they gave me, but this they would not do. It is there is one cut a depth of seven feet, besides other smaller cuts. When the contractor first cut my fence and went to work and I ordered him to quit, he said N. Johnston of the right of way committee had told him it would be all right for him to go to work. Johnston knew better at the time. About January 25 the contractor begged permission to do some work in that month in order to get an estimate to keep him from bankruptcy, and he was allowed to work until February 1, and then stopped and promised not to work any more till the matter had been settled. About the 1st of February, just after condemnation proceedings had been begun, L. C. Barrett, an attorney here, and bondsman on the right of way, said he would accept my offer to turn over my house, barns, etc., and the \$38 acres of land at cost, \$18,235 three years ago. He represented that A. D. Goodenough, another bondsman and a loan agent, was his partner in the trade.

Next day he came and wanted to fix it up in this novel way. He wanted me to execute a deed acknowledging a consideration of \$50,000, of which \$32,000 was to be stated as cash paid (?), and take a note for the \$18,000. Then he had his partner, he said, could get a good loan on the property, pay off the note to me and have something left. This, to say the least, was a very questionable business proposition, but it did not work.

The first suit for condemnation came up February 4, but fearing the sufficiency of their papers the bondsman refused to try it. On the 6th I left for Gainesville and Dallas, and returned on the 11th. In my absence papers were served on W. B. Stickney, who keeps my books, and next day, the 9th, the contractor went to work. I had J. H. Stephens, my attorney, institute proceedings to enjoin the parties, and the papers were taken to Judge P. M. Stein, at Graham, who granted the writ on the 12th and it was served on the 15th. On my return home on the 11th I found the men at work and ordered the men out, and they went, but I had no gun. On the 15th the condemnation proceedings came up again, and, after the commissioners held that service on W. B. Stickney was just as good as service on me, my attorney did not appear further in the trial. The commissioners allowed me \$241.40. When the first proceedings failed my attorney wrote to our honorable County Judge and asked him to appoint new commissioners, it being a new proceeding, and asked for disinterested, impartial men, and alleging outspoken prejudice on the part of one of the old ones. This man was retained and two others appointed. Our town was to give the Gainesville, Henrietta and Western Railroad Company \$38,000 cash and the right of way through the county. Six others and myself made a bond for \$25,000 of this amount, and the right of way outside the city limits of this same, my part will reach fully \$3250, besides the right of way, and I gave one and a half miles of right of way through my land ten miles east of town. The remaining \$15,000 and right of way through the town falls to the lot of some thirty-five or forty business men and others in this city. I think I have given the railroad all that could be expected of me, and at least all I desire to give, and I do not feel legally or morally obliged to donate anything further, and now simply ask for reasonable damages. J. B. Hopkins of the Henrietta Independent says that the award of \$241.40 is generally conceded to be liberal. I presume so. To some it may possibly seem extravagantly so, but inasmuch as I have offered \$500 to have the dumps of red dirt hauled away, the award don't strike me that way. Thanking you for your valuable space, I am yours, etc., W. B. WOSHAM.

On To Throckmorton.

Mr. W. T. Andrews returned last Monday from Fort Worth. He brings very hopeful news from his conference with First Vice-President Lawrence and other officials of the Fort Worth Western. They say they intend to build the road, Albuquerque, N. M., being the ultimate objective point, but that unless it appears that some other road is about to get into their territory they may stop awhile when the coal fields of Young county are reached. They would not say definitely whether this place or Seymour would get the road, but might give us more definite information when Engineer Hall is heard from as to the respective routes from Graham to this place and Seymour, which he is engaged in surveying, and when the two places are heard from as to bonuses, etc. The survey to this place having been completed and the route found exceptionally good, and this place being directly on a line to Albuquerque, while Seymour is thirty miles off the line, and the route not near so good from Graham, we are strongly persuaded to believe that the Fort Worth Western is ours, especially if we can "put up" pretty liberally.—[Throckmorton Times.]

State Notes.

If Fort Worth the great railroad city of the state, wants connection with live towns centering there it will not longer overlook the fact that Honey Grove is on the route of the Frisco from Arthur to the Fort. Dear GAZETTE, give us a fair chance, and we will shake with you before 1887 closes.—[Honey Grove Herald.]

We learn from a reliable source that the surveying party on the extension of the old Dallas and Wichita Railroad from Denton are now this side of Greenwood, coming in the direction of Sunset. This company once surveyed a line through this section where the town of Sunset now stands, and if they continue to follow up the same old survey, the road from Denton will cross the Fort Worth and Denver at Sunset, which seems very probable now from all indications. Sunset extends a most cordial welcome to the enterprise.—[Sunset Journal.]

A Llano Road.

THE CITIZENS MEET TO SECURE A ROAD TO LAMPASAS. Llano Rural.

Pursuant to the call of the chairman, Colonel W. T. Moore, there was a meeting held at the courthouse in Llano on Monday, February 14, 1887, over which Colonel W. T. Moore presided and J. C. Oatman served as secretary. The chairman stated that some of the officers and employees of the Austin and Northwestern Railroad were expected to arrive at Llano on the evening of that day. Thereupon a motion was made and

adopted authorizing the chairman to appoint a committee to receive said gentlemen and extend to them the courtesies of the town. And the following gentlemen were duly appointed by the chair, viz: R. A. McInnis, Frank Holden, Clint Brazeele, John C. Oatman.

And on motion and adoption the chairman, Colonel Moore, was added to said committee.

On motion being made and adopted, the chairman was required to call a meeting of the citizens of Llano county, to be held at the courthouse on Saturday, February 19, 1887, at 2 o'clock p. m., to discuss the question of securing a railroad from Lampasas to Llano, in particular, and other railroad matters generally.

On motion and adoption, the meeting adjourned to meet February 19, at 2 o'clock p. m. W. T. MOORE, Secy.

JOHN C. OATMAN, Chairman.

THE INVESTIGATION.

The Common Sense View of a Patriotic Newspaper. New York Times.

There is an ancient and fishlike flavor in the announcement that a sub-committee of the Senate is investigating a tale of outrage in Texas. Measured by the calendar it is not so long since an investigation of this kind formed one of the relaxations of every session of Congress. The most that was achieved was a more or less picturesque exhibition of southern manners and customs and the manufacture of "campaign thunder."

It is a proof how fast the world moves that the present investigation should have so antiquated an air. It may be a proof also how slowly the Senate moves that the majority of its members should imagine that there is any public or party purpose now to be achieved by an investigation of this sort. Senator Hoar by some mischance does not figure on the committee, where his zeal and his simple faith that a great work was to be accomplished by the investigation would make him invaluable as a survival and reminder of a by-gone state of things. His place is taken by the junior now soon to become the senior, Senator from New York. Mr. Evans is by no means so familiar an object as Mr. Hoar in the attitude of brandishing the torch that is to fire the northern heart. But then Mr. Evans, political sagacity impels him to place himself boldly on the safe side of an issue of some kind, and there are so few issues about which he can be reasonably certain which the safe side is. He has upon different occasions planted himself firmly on both sides of the great lead-cheese and sweet-butter issue, though one of these commitments was professional and perhaps does not count. Upon silver and civil service reform and other topics of current interest upon which men differ, he has avoided disaster by maintaining silence. But there can be no dissent from the proposition that outrages are outrageous. Mr. Evans may shed the last word of his vocabulary in defense of that proposition without running the least risk, and it is to be expected that the subject matter of this investigation will afford a congenial theme for the eloquence so often obstructed by a consideration of the uncertainty of human affairs.

In respect of picturesque material for social philosophers and novelists the present investigation bids fair to rival any one of its predecessors. The frankness with which the Texan carries out his resolution that a Republican precinct shall not be permitted to give a Republican majority is extremely interesting. He does not trouble himself to intimidate the colored Republicans or to deprive them of their votes. After they have voted as they like, the white Democrats simply destroy the ballot boxes and suppress all evidences of an unfavorable result. (Occasionally the custodians of the boxes resist this method of determining elections, and then tragedies occur, such as the homicide which the sub-committee is now engaged in investigating.)

Everybody will agree with Senator Hoar in retrospect, and with Senator Evans in advance, that this condition of things is very pitiful and very scandalous. These statesmen in their turn will find themselves compelled to agree with everybody that there is nothing that the Senate can wisely or effectually do in the premises. The prescription of these statesmen that everybody should vote the Republican ticket has been tried and has failed. When the executive and both houses of Congress were Republican, outrages at elections in the south were considerably more rare and more serious than they are at present. We do not mean to say that this is a case of cause and effect, but simply that the political complexion of the government has nothing directly to do with outrages. The Republican party could not put a stop to them when it was in full power, and they have not entirely ceased now when the Democrats have control of the Executive Department and of the Lower House. They will be diminished by the progress of civilization, and the most effectual way of contributing to this result is by increasing the number of schools, churches, newspapers, and other agencies of enlightenment in the region in which they prevail. The application of this method, however, is scarcely within the competency of the Senate, and perhaps the best course open to that body to take with regard to an election row in Texas is the same that it would take with regard to an election row in New Hampshire, to wit, to do nothing at all.

A Residence Burned.

SAN ANTONIO, TEX., Feb. 20.—A two story frame residence on Soledad street belonging to Lawyer Tom Harrison, Jr., caught fire this afternoon and was damaged by fire and water to the extent of about \$1500, though not burned down. The fire originated in a clothes closet up stairs. It was at first put out by the family but caught again. The loss is fully covered by insurance.

Marine Intelligence.

SPECIAL TO THE GAZETTE. GALVESTON, TEX., Feb. 20.—Arrived: Steamship Colorado, from New York.

"Well, what is it, Nora?" "Indade, mum, the water's cold." "What water?" "The hot water, mum."—[Boston Commonwealth.]

If Sufferers from Consumption, Scrofula, Bronchitis, and General Debility will try SCOTT'S EMULSION of Cod Liver Oil with Hypophosphites, they will find immediate relief and permanent benefit. The Medical Profession universally declare it a remedy of the greatest value and very palatable. Read: "I have used Scott's Emulsion in several cases of chronic and rapidly changing disease, and most gratifying results have followed its use."—W. A. Hulse, M. D., New York.

RENTED REVELRY.

Facis About the French Balls of New York—Hilarious Vice Hired at So Much per Hour.

Professional Dancers Engaged to Do the Can Can, While Silly Gudeons Imagine the Thing is Genuine.

Providence Journal.

New York is now in the season of the French balls, a name given to a round of two or three great French assemblies and two or three assemblies of the demimonde of both sexes. These balls are not what they are put up to be. They are not first-class opportunities for indulging in wickedness. All the vice there is in them is made to order, hired and exhibited like a stage performance.

In order to understand these curious balls let us understand one from its inception. The company getting it up is formed either out of a club or an especial syndicate of speculators who are backed by liquor dealers, agents of foreign wines or American whiskies and cigar manufacturers. Either that or they go into the scheme to sell out the bar and restaurant privileges for enough money to insure a handsome profit before a cent is expended. Next the Academy of Music is rented and the date advertised. After this the town is flooded with tickets. These are always notable works of art, showy pictures of a can-can or a merry group of reckless maskers. These pictures are either suggestive or downright vicious. In some years they are not too bad to show to a lady in other years they are. However, ladies have nothing to do with French balls. The tickets are marked "Price \$5," and hundreds of gudeons buy them, but no one who understands the game ever thinks of paying for one. They are distributed among the principal barrooms and worse places of resort, and peddled or given away by the bar-tenders and demi-monde. The rounders about town are not fools enough to pay, knowing, as they do, that when they have lunched their partners and paid for the wine and hat and cloak checks they are certain to be at least \$20 or perhaps \$50 out. Therefore they go to the mail manager or their favorite bar man and get a ticket for nothing.

When the night arrives the parquet at the Academy is boarded over. French and other flags, and shields bearing comic pictures, and stands of flowers, and perhaps a fountain of scented water, have given the great theater a ball-room appearance. Bands are scattered about on the stage and in the galleries. A lot of hired maskers form a procession, and the other maskers fall in behind. These other maskers are women of evil lives and young college students, bartenders, boys, boyish debauches and silly countrymen. The adult New Yorker never appears except in evening dress, and insists that his female friend shall go in regular ballroom attire. He never dances, and he does not permit her to do so, as a rule. There are some comic stage performances and a ballet or two, and the ball begins. But it languishes. The public sits around in the boxes looking on, or in the gallery seats drinking. The dancers are few, and men are sent around to urge people to dance, lest the thing be a flat failure. Countrymen are promised parties, and the college boys and gilded striplings are only too eager to join the others, never expecting that these others are hired for from \$2 to \$50 for the night, according to what sort of dancing they have to do.

It is a garrulous, bibulous, dubious crowd that you find yourself in. You would have to be a very peculiar man if you could complacently imagine having your name printed among the names of the others. The women around you are all of the loud and swaggering stamp, and the men are such as you notice or shun for various reasons. You notice that the men about town from the Hoffman House bar-room and the fast clubs are not present. Wait until between midnight and 1 o'clock and you will see them. At that time the great theater becomes packed and by a host of men in evening dress, who bring no women, but who drink almost as fast as a repeating rifle can shoot. Their idea has been to keep away until the crowd has lunched and is half tipsy. Then is to come the widely advertised excitement.

It comes, but, as I said, it palls. It is transparently fraudulent for end of men. Men from other parts of the country, who never saw decency set at naught in public, swallow it, and perhaps feel a delicious sense of danger and guilt while looking at or sharing in it, and so do the striplings, to whom all of life is new. But what is it? Why, for instance, suddenly a quadrille or waltz breaks up, and everybody rushes to the middle of the floor, where, in the hollow of a circle half a dozen rows deep, a man and woman are dancing a can-can. Both seem slightly tipsy and wholly reckless. She thrashes the air with her skirts, never letting go of them, but raising and swaying and tossing them madly while she pirouettes, and sometimes kicks above her head. He dances in exact time with her, and uses pantomimic actions that it is not necessary or permissible to describe. The crowd breaks and runs to another place where a tall man is dancing with a young girl in a balloon-like dress of bright scarlet. At times he catches both her hands and vaults her over his shoulders. Perhaps she ends her performance with a somersault. It is sometimes done. "Who is he? Who is she?" the voices cry.

"Why, he's a broker, and she's a clerk in a Broadway candy store," the whisper runs.

Bah! how silly. Can not every one see that this is commercial vice, rented by the night; that this man is a professional athlete and dancer, and the woman is his companion or partner in business, a ballet-dancer, or circus-rider, or athlete? Every now and then there is a genuine bit of delirium. Some young woman, full of wine, rushes upon the waxed floor, and grasping her skirts begins a can-can. But see, an orderly puts his hands on her shoulders and marches her off the floor. If she does not behave after that she will be marched out into the street. There must be nothing genuine. That would not be French. It might not be governable; nobody knows what might happen if people were allowed to misbehave for nothing. But hired misbehavior is another thing.

It is only suggestive, after all. The hired striplings only indulge in certain limited vagaries. Watch as long as you will, the hired dancers will not overstep a certain bound. Once in a while, however, a very gratuitous female volunteer will prance around for some minutes before

any orderly stops her. It is such accidents that keep the thing alive.

By this time the scene all over the great theater has become anything but attractive for any but a tipsy person. It is 8 o'clock in the morning. Here and there couples of tipsy women are clawing one another like cats. There is a poor creature hysterical with drink and screaming and cursing like a maniac; over yonder is a woman sodden drunk on a bench; drunken men are on all sides; noise and oaths and ribald songs are in the air. Thus ends a French ball.

Manager Baltimore Herald cured his cough with half bottle Red Star Cough Cure.

Cheap Railroad Tickets.

Round trip tickets to New Orleans and return will be on sale at Union Depot ticket office February 16 to 21, inclusive, good to return until February 27, at rate of \$17.50 for the round trip. Choice of routes, through Pullman sleepers and free reclining chair cars. Passengers coming from north, south, east or west and purchasing their tickets at Union Depot make close connections and avoid tedious and expensive transfers.

C. D. Lusk, Ticket Agent.

THE GAZETTE premiums to be drawn April 5 are valuable, useful and handsome. They cost nothing. Send the Weekly or Sunday GAZETTE to some friend for a year and secure a chance at these premiums.

RAILROADS.

The Texas and Pacific Railway.

The Great Popular Route Between

THE EAST AND THE WEST!

Short Line to New Orleans and All Points in Louisiana, New Mexico, Arizona and California.

Favorite Line to the North, East and Southeast.

Double daily line of Pullman Palace Sleeping Cars through to St. Louis via the

Iron Mountain Route

See that your tickets read via Texas and Pacific Railway. For maps, time tables, tickets, rates and all required information apply to C. D. Lusk, Ticket Agent, Fort Worth.

J. H. MILLER, Traveling Passenger Agent, Dallas.

R. W. McVILLAIN, General Passenger and Ticket Agent, Dallas.

JNO. A. GRANT, General Manager.

THE MISSOURI PACIFIC RAILWAY.

The Great

"North and South Trunk Line."

Is the Thoroughfare of Travel between

Central and Southwest Texas to All Points North, East and West.

Double daily service of elegant Pullman Buffet and Sleeping Cars between San Antonio and Kansas City and St. Louis.

For the detailed but call for your tickets via the Missouri Pacific Railway. For any desired information, tickets, maps, folders, etc., call on J. H. MILLER, Ticket Agent, Fort Worth.

J. H. MILLER, Northern Texas Pass. Agent, Dallas, Tex.

General Pass and Ticket Agent.

Texas Midland Route

GULF, COLORADO & SANTA FE R'y.

Reclining Chair Cars

On all Through Trains between

Galveston, Ft. Worth, Gainesville

FIVE to Passengers holding First Class Through Tickets

THE ONLY ROUTE running solid through trains—Galveston, Fort Worth, Gainesville. Twenty-five miles the shortest route from Fort Worth to Gainesville. The best route to Dallas, Farmerville, Honey Grove. Twenty-five miles the shortest route—Dallas to Honey Grove. The favorite route to Houston, Nacogdoches, Montgomery, Conroe. The only route to Lampasas, Brownwood, Dalhart, Coleman. Direct connection to Austin, W